

**Warren Hall Mixed Use Strategic Site Allocation
National Sustainable Development Placemaking Appraisal**

Outcomes	Strategic and Spatial Choices	Productive & Enterprising	Active and Social	Distinctive and Natural	Globally Responsible	Prosperous	Resilient	Healthier	More Equal	Cohesive Communities	Vibrant Culture	Commentary
Maximising Environmental Protection and Limiting Environmental Impact												
Has resilient biodiversity and ecosystems	●			●	●		●	●	●			A number of ecological enhancement measures are incorporated within the Illustrative Masterplan for the Strategic Site, including the protection of existing hedgerows and woodland; management works to waterbodies and woodland on site; wildflower corridor planting; a bat and bird box scheme; and reptile habitat creation. At the Planning Application stage, it is anticipated that a legal agreement and appropriate conditions will ensure that a long-term habitat management plan assists in the retention of resilient biodiversity.
Has distinctive and special landscapes	●			●		●	●	●	●	●	●	The site is not located within a Special Landscape Area and is not subject to any other protected landscape designations. The development of the Strategic Site will ensure that specific landscape features are retained and enhanced. The Illustrative Masterplan indicates how distinct areas within the site will be created including the retention of significant areas of open space and green corridors. Detailed design work (at future stages) will seek to retain native hedgerows and where hedgerow loss cannot be avoided, losses will be mitigated through new hedge planting. In addition, the line of oak trees thought to relate to the post-enclosure fields, potentially from the close of the 18th century, are to be left in situ and incorporated within future development as a record of the historical development of the landscape.
Has integrated green infrastructure	●	●	●	●	●	●	●	●	●	●	●	The masterplan for the Strategic Site incorporates a substantial degree of open space and high-quality green spaces. A network of green infrastructure threads throughout the site, through the retention of existing natural features as well as the provision of new or enhanced planting/hedgerows/footpaths. The site benefits from green infrastructure as an integral feature of the layout (as indicated on the Illustrative Masterplan).
Has appropriate soundscapes	●		●	●		●	●	●	●	●		Surveys have been conducted to ensure that an acceptable development can be achieved on the Strategic Site in terms of noise impact. The following measures will ensure appropriate soundscapes: The industrial / commercial units should be designed to ensure that any service yard / unloading areas are orientated away from existing sensitive receptors. Service yard / unloading areas should be screened using the commercial unit themselves where possible. If this is not possible in all areas, then there should be the provision for the implementation of acoustic barriers between service yard areas and sensitive receptor locations. Noise from building services plant is to be controlled through design. The location and choice of plant should control any potential adverse impact on surrounding sensitive receptors. A 20 - 30m risk area should be located between the A5104 and any proposed residential dwellings, within which residential properties would require detailed acoustic design. All external garden amenity areas should be located towards the centre of the site to allow for the dwelling themselves to screen against road traffic noise and the proposed commercial units. Amenity areas in all areas of the development should have 1.8m close-board fences around the perimeter. As illustrated on the Illustrative Masterplan, no sensitive receptors are proposed to be located within the 30m risk zone. Where possible sensitive spaces such as living rooms and bedrooms should be positioned away from noise sources (such as the A5104, proposed commercial units and the 'North Wales Autograss Club' on the east side of Lesters Lane). The Illustrative Masterplan suggests this will not be an issue. However, where this is not possible, worst-affected facades (i.e. those adjacent to the A5104, proposed commercial units or automotive club) may require additional mitigation from enhanced acoustic glazing.
Reduces environmental risks	●			●		●	●	●				A Phase 1 Geo-Environmental Assessment Desk Top Study has been undertaken which will be accompanied by further detailed ground investigation works at the detailed design stage, which will ensure that any environmental risks are avoided. Appropriate Construction Environmental Management Plans will be prepared and adhered to at the relevant stages in design and build of the development.
Manages water resources naturally	●	●	●	●	●			●	●	●		Surface water drainage will incorporate SuDS features, including the utilisation of attenuation ponds (indicative SuDS ponds are indicated on the Illustrative Masterplan). The Strategic Site is capable of delivering a SuDS compliant scheme, which will address surface water at its source.
Has clean air	●	●	●	●		●	●	●	●	●		Surveys have been conducted to ensure that an acceptable development can be achieved on the Strategic Site in terms of air quality impact: In regards to traffic emissions, based upon the monitored concentration adjacent to the A5104 being significantly below the Air Quality Objective (AQO) for NO2, no air quality buffer would be required. Given that the remaining road network surrounding the site is minor, air quality emissions from these roads would not exceed the AQO at surrounding receptors. As such, no air quality buffers would be required at the development site associated with road traffic emissions. Risk zones are identified where dust emissions associated with the operations of the Grab Hire Company to the north of the proposed development could potentially result in emissions on to the proposed site. A very small part of the area at the north of the site may be subject to dust emissions. This would be confirmed through dust monitoring or could be mitigated by placing non-sensitive uses here. With standard construction best practice, no local receptors are predicted to exceed any of the National Air Quality Objectives.
Reduces overall pollution	●	●	●	●	●	●	●	●	●	●		Any potential impacts in terms of pollution will be managed/mitigated through measures to be outlined within a detailed Construction Environmental Management Plan.

Is resilient to climate change	●	●	●	●	●	●	●	●	●	●	●	The site is located in close proximity to sustainable transport modes and is located within convenient walking and cycling distance of a number of day-to-day services and facilities. The proposals will encourage walking and cycling, and use of public transport, rather than reliance upon the private car. The proposed design of the residential units will account for climate change (with further detail to be agreed at detailed design stages). The affordable homes are to be built to Welsh Government DQR standards, and will therefore be built to last and account for climate change. The proposals embody sustainable development and climate change resilience is central.
Has distinctive and special historic environments	●			●		●		●			●	An Archaeological and Built Heritage Desk Based Assessment has been undertaken which considers the potential impacts of the proposed development of the Warren Hall Strategic Site on the historic environment. There are no World Heritage Sites, Registered Battlefields, Registered Parks and Gardens, Scheduled Monuments or Conservation Areas within the study area. There are 4 Listed Buildings located within proximity of the site: Warren Hall which is surrounded by the site on its northern edge; Kinnerton Lodge to the south of the site; the Stables at Kinnerton Lodge; and Hillside Cottage located to the west of Kinnerton Lodge, along Kinnerton Lane, opposite the southern edge of the site. The development of the Strategic Site will not result in any direct impacts to designated heritage assets, with all impacts being indirect in relation to development within the assets' setting. The assessment concludes with regards to Built Heritage that levels of 'less than substantial' harm are identified in relation to historic assets in proximity to the site boundary, and to the potential non-designated heritage asset of Warren Hall Garden. With the levels of harm being demonstrably of a less than substantial nature and in the main at the lowest end of the scale of harm, the harm is required to be balanced against the public benefits arising from the development proposals. It has been assessed that the potential for archaeological activity and remains is low and is unlikely to be a significant constraint to development. In summary, the development of the Warren Hall site will have no adverse impact upon distinctive and special historic landscapes.
Facilitating Accessible and Healthy Environments												
Has accessible and high quality green space	●	●		●			●	●	●	●		The Illustrative Masterplan for the Strategic Site incorporates a substantial degree of open space and high-quality green spaces. A network of green infrastructure threads throughout the site, through the retention of existing natural features as well as the provision of new or enhanced planting/hedgerows/footpaths. The development of the site will aim to achieve walkable and cycle friendly neighbourhoods with a hierarchy of easy to navigate routes connecting neighbourhoods, spaces and nearby employment uses. Green corridors and open spaces on site provide the opportunity for a range of formal and informal spaces providing high quality connecting routes, creating a healthy environment, and providing separation between different uses where appropriate.
Is accessible by means of active travel and public transport	●	●	●	●	●	●	●	●	●	●	●	A shared cycleway / footway is present along the Warren Interchange to the north of the site, which provides a connection into the existing pedestrian footway along Mold Road and Main Road within Broughton. Main Road provides a link to Chester Road where lit footways are provided on both sides of the carriageway. These footways provide a link from the site to Broughton Shopping Park and Hawarden Industrial Estate. There are a number of Public Rights of Way (PRoW) which run along the boundary of the site and provide a connection to the surrounding areas. Footpath Higher Kinnerton 5 runs to the south of the site from Kinnerton Lane to Main Road within Higher Kinnerton village centre, this provides an onwards link to PRoW Higher Kinnerton 4 and to the village of Penyfford. In addition, PRoW Buckley 77 runs to the west of the site off the A5104 to Old Warren Road, providing a link under the North Wales Expressway. A GIS network analysis has been carried out to assess pedestrian accessibility from the site. This analysis shows that Broughton, Higher Kinnerton, Kinnerton Green and Penyfford are all accessible within a 30-minute walk from the site (based upon a walk speed of 4.8 km/hr). There are a number of proposed cycling routes within the site that will tie in with the surrounding infrastructure including the new shared cycleway / footway along the Warren Interchange north of the site. National Cycle Network (NCN) route 568 runs approximately 6km north east of the site along the River Dee. NCN 568 runs along the River Dee shared cycleway/footway and provides a connection to NCN5 (North Wales Coastal Regional Route 89) within Shotton and NCN 45 within Chester, this allows for onward cycle connectivity within the wider surrounding areas. A GIS network analysis has been carried out to assess cyclist accessibility from the development site. This analysis shows that Broughton, Buckley, Higher Kinnerton and Bretton are all accessible within a 30-minute cycle from the site (based upon a cycling speed of 16km/hr). The nearest bus stops to the north of the site are located on A5104 ('Warren Hall Court', within a 5-minute walk.) This is served by the number 13 bus service which provides an hourly connection to the 'Old Cross Keys Farm' bus stop located approximately 300m from Buckley Rail Station. Additional bus services can be accessed from the 'Royal Oak' bus stop within Higher Kinnerton located approximately 1km south of the southern edge of the site. This stop operates is served by numbers 61, 61X and 62 providing additional bus services to Broughton Heath, Wepre and Chester. It is pertinent to note that due to the scale of the site, certain areas are closer to bus services than others and, on this basis, it is considered that bus services are available within appropriate distances either from the A5104 Main Road, or from Higher Kinnerton. The site is well located to integrate into the local pedestrian and public transport network. Given the location of the development on the southern edge of Broughton it is well located to maximise access by sustainable transport modes. Both Broughton and Bretton village centres are accessible by walking and cycling to the north of the site and provide a number of employment opportunities, retail, leisure, healthcare and grocery facilities. To the south of the site, the settlement of Higher Kinnerton is located within circa 1km, within which are located a range of local services and facilities, including shops; public house; primary school; village hall. Pedestrian and cycle linkages from the southern periphery of the Warren Hall site can be created as part of the Strategic Site development allowing for a sustainable active travel route to the settlement of Higher Kinnerton.
Is not car dependent	●	●	●		●	●	●	●	●	●	●	A Transport Feasibility Study has been carried out which includes a review of existing walking and cycling routes within the area surrounding Warren Hall. This review has shown that the site can be integrated into the local pedestrian and cycle network offering the opportunity for sustainable travel. The location of the site will assist in encouraging future users to travel by sustainable modes - the site is not car dependent and the will promote walking and cycling foremost. □
Minimises the need to travel	●	●	●		●	●		●	●	●	●	The site is located within an accessible location within walking/cycling distance of a range of local services and facilities, as well as nearby public transport. The site benefits from pedestrian/cycle connectivity, which will be enhanced as a key part of the development proposals. The allocation therefore represents a significant opportunity to encourage sustainable and active transport from the outset, creating a development that is not reliant on access by car to the local or wider area.
Provides equality of access	●	●			●		●	●	●	●	●	All new homes can be designed to account for equality of access. Affordable units will be constructed to DQR standards and as such will ensure accessibility for all.

Feels safe and inclusive	●	●	●			●		●	●	●	●	The phasing and mix of affordable and general market homes will ensure social inclusion, by creating a mixed community and promoting the well-being of future occupiers. The development can be designed in accordance with 'Secure by Design' standards, and as such, the site layout and detailed design features can ensure that the scheme feels safe and inclusive.
Supports a diverse population	●	●	●			●		●	●	●	●	Affordable housing requirements will be policy compliant and the Warren Hall site will therefore provide much-needed high-quality affordable housing. The phasing, mix, and integration of affordable and general market houses will ensure social inclusion and create an inclusive and mixed community.
Has good connections	●	●	●			●		●	●	●	●	The site has good connectivity to the surrounding area as outlined fully above. In addition it should be noted that the 'mixed use' nature of the Strategic Site i.e. co-locating homes adjacent to employment and commercial uses as proposed will ensure greater connectivity inherently.
Has convenient access to goods and services	●	●	●			●		●	●	●	●	The site has good access to a number of day-to-day services and facilities located within walking and cycling distance of the site as outlined above and, in addition, regular bus services are located within walking distance which provide convenient connections to the wider surrounding area. The commercial hub proposed as part of the Strategic Site will provide complementary local facilities for use by future residents and employees alike.
Promotes physical and mental health and well-being	●	●	●	●		●		●	●	●	●	The Strategic Site is located within an attractive location in immediate proximity to open space and countryside, which can be easily and readily accessed. The development of the site will aim to achieve walkable and cycle friendly neighbourhoods with a hierarchy of easy to navigate routes connecting neighbourhoods, spaces and nearby employment uses. Green corridors and open spaces on site would provide the opportunity for a range of formal and informal spaces providing high quality connecting routes, creating a healthy environment, and providing separation between different uses where appropriate. The development of the Strategic Site as shown on the illustrative layout could therefore assist in promoting both physical and mental health and well-being, through strong connections to the surrounding area.
Makes best use of natural resources												
Makes best use of natural resources	●	●				●	●	●				The site does not specifically make use of previously developed land but forms part of a polycentric settlement strategy adopted in the LDP. Development of the site would assist in ensuring that the existing strategic site commitments are fully enabled to deliver development, limiting the need for further strategic scale allocations. The Warren Hall site can deliver a sustainable mixed-use allocation adjacent to the existing settlement of Broughton directly to the north-east, within walking and cycling distance of existing services and facilities. In addition, the site does not contain any agricultural land that is classified as 'Grade 1' (excellent quality) or 'Grade 2' (very good quality). The site primarily comprises agricultural land classified as 'Subgrade 3a' (good quality) and 'Subgrade 3b' (moderate quality), with some areas of 'Grade 5' (very poor quality) and 'non-agricultural' land. The delivery of the Warren Hall site will assist in ensuring that less sustainable greenfield allocations are not required to provide jobs and homes for the residents of Flintshire.
Prevents waste	●	●				●	●	●				Requirement for a Construction Environmental Management Plan at the detailed design / planning application stage would focus on the prevention, reduction, reuse and recycling of any waste prior to considering disposal, in line with the waste hierarchy.
Prioritises the use of previously developed land and existing buildings	●	●	●				●	●	●	●	●	As stated above, the Warren Hall site can deliver a sustainable mixed-use allocation adjacent to the existing settlement of Broughton directly to the north-east, within walking and cycling distance of existing services and facilities - as such, the delivery of the Warren Hall site will assist in ensuring that less sustainable greenfield allocations are not required to provide jobs and homes for the residents of Flintshire.
Unlocks potential and regenerates	●	●	●	●			●	●	●	●	●	The proposed development of a mixed-use scheme on the site would unlock the potential to deliver a significant amount of affordable housing, providing the local community of Flintshire with much-needed affordable homes on a highly attractive site where people would want to live. The mix of uses to be located on the Strategic Site allocation will deliver a significant number of jobs located directly adjacent to new homes. The co-location of employment and residential land will create a balanced community, with the commercial hub providing complementary local facilities for use by future residents and employees alike. The mixed-use allocation includes provision for a substantial degree of high-quality employment land. The Warren Hall site will assist in facilitating economic growth and bringing about an increase in skilled / high-value employment. As stated above, the mixed-use nature of the allocation will ensure that homes are provided next to jobs, enhancing the site's sustainability.
Is of high quality and built to last	●	●	●	●		●	●	●				The development of the site, in accordance with the strategic allocation and other policies of the LDP and national policies, is capable of providing high quality development which will be built to last.
Growing our Economy in a Sustainable Manner												
Fosters economic activity	●	●	●				●			●	●	Development of the Strategic Site will provide a substantial degree of employment land (including approximately 22.7 hectares of B1 and high quality B2 employment land), within a highly accessible and strategic location. In addition, the development will provide a significant boost to the local economy at the construction phase through direct construction jobs, and through the support for local businesses by utilising the local supply chain. Warren Hall presents the opportunity to deliver a high quality mixed use development, establishing a critical mass of uses that should serve to facilitate and sustain development in this location. Warren Hall therefore presents prospects to deliver a mix and type of commercial development to Flintshire, to complement and enhance the type of employment development being provided on other sites in North East Wales.
Enables easy communication	●	●	●				●	●	●	●	●	N/A
Generates its own renewable energy	●		●			●	●	●				The development of the site, in accordance with the strategic allocation and other policies of the LDP and national policies, is capable of accommodating ancillary renewable energy production.
Is vibrant and dynamic	●	●	●	●			●	●	●	●	●	The allocation is for a vibrant mixed-use development, consisting of employment / commercial / and residential properties which will encourage interaction and activity.
Is adaptive to change	●	●	●	●			●	●			●	All buildings on site will be constructed to high standards of environmental performance in accordance with relevant guidance and building regulations.

Embraces smart and innovative technology	●	●	●			●	●		●	●		The use of smart and innovative technology will be explored further at the detailed design stage. However, it is envisaged that the Strategic Site will encompass a significant degree of such technology, including the installation of fibre cables, internet connectivity, and EV charging points for instance.
Creating and Sustaining Communities												
Enables the Welsh language to thrive	●	●				●			●	●	●	The site is located within circa 6 miles of both Welsh-speaking Primary Schools (Ysgol Glanrafon and Ysgol Terrig) and a Welsh-speaking Secondary School (Ysgol Maes Garmon) - children living at the proposed homes on the Warren Hall site will therefore have the opportunity to attend schools taught through the medium of Welsh, which will assist the Welsh Language to thrive.
Has appropriate development densities	●	●	●	●		●	●	●		●	●	The residential density is considered to be appropriate i.e.circa 300 units are proposed on a total area of 8.1 hectares, which equates to a density of circa 37 units per hectare. This level of provision is considered to make the most efficient use of the land whilst delivering a housing scheme which achieves key placemaking objectives (providing homes in a location and environment within which people want to live). In addition, the mixed use allocation provides 22.7 hectares of employment land and 1.3 hectares of commercial land. It is considered that the site is able to deliver this extent of development in a wider scheme which retains a significant amount of open space and green infrastructure. The Illustrative Masterplan therefore provides appropriate development densities.
Has homes and jobs to meet society's needs	●	●	●			●		●	●	●	●	The delivery of the Warren Hall Strategic Site is key to both the creation of a critical number of jobs for the population of Flintshire (providing circa 22.7 ha of B1 and high quality B2 employment land), and the provision of a substantial number of homes (i.e. circa 300 new homes including a substantial amount of affordable housing). Warren Hall will therefore play a key role in providing homes and jobs for society's needs.
Has a mix of uses	●	●	●			●	●	●	●	●	●	The mix of uses to be located on the Strategic Site allocation will deliver a significant number of jobs located directly adjacent to new homes. The co-location of employment and residential land will create a balanced community, with the commercial hub providing complementary local facilities for use by future residents and employees alike. In addition, a significant number of affordable homes will be delivered on the site. The Warren Hall site will therefore provide much-needed high-quality affordable housing, and the phasing, mix, and integration of affordable and general market houses will ensure social inclusion and create an inclusive and mixed community, promoting the wellbeing of future occupiers.
Offers cultural experiences	●	●	●	●		●	●	●	●	●	●	The provision of cultural experiences is not directly relevant.
Has community based facilities and services	●	●				●		●	●	●		The residential element of the Warren Hall mixed-use allocation is situated to the south of the site in close proximity of the settlement of Higher Kinnerton. The village centre of Higher Kinnerton is located within circa 1km of the Warren Hall site (within which are located a range of local services and facilities, including shops; public house; primary school; village hall), and in order to enhance connectivity between Warren Hall and the local services and facilities available within Higher Kinnerton, a scheme of pedestrian and cycle accessibility enhancements can be implemented as part of the Warren Hall development. As indicated on the Illustrative Masterplan, pedestrian/cycle links are proposed at south of the site onto Kinnerton Lane and Lesters Lane, ultimately creating pedestrian/cycle connectivity through the Strategic Site, including to the employment/commercial elements and up to the A4105 to the north. To the north of the site, a shared cycleway / footway is present along the Warren Interchange, which provides a connection into the existing pedestrian footway along Mold Road and Main Road within Broughton. Main Road provides a link to Chester Road where lit footways are provided on both sides of the carriageway. These footways provide a link from the site to the village centre of Broughton and Broughton Shopping Park where a number of local facilities can be accessed. It should also be noted that the mixed use nature of the allocation will enhance the availability of locally-based facilities, with the commercial hub providing complementary local facilities for use by future residents and employees alike